AUTOMOBILES

adison Square Garden Beautifully Decorated in Semblance of Parisian Boulevard, With Wistaria Drapery on Balnies and Light Clusters- Cars Shown.

Luxury in the cars and beauty of decoraions were the most striking things in the exclusive foreign car show which opened last night in Madison Square Garden. The exhibition is officially entitled the "Importers' Automobile Salon of 1908" and will open every day this week from 10 o clock the morning until 11 o clock at night. one but imported automobiles are exhibited, but there are a number of American tire and accessory firms that have taken space in the show. Tuesday and Friday have been set apart as "society days," when the admission fee will be \$1, twice the

The show has been patterned as far as pssible after the Paris Salon and an unusually great number of lights have been used to illuminate the arena. The prevailing tints of the decorations are ivery ad blue, while wistaria is used as drapery long the edges of the balconies and on the cany clusters of electric light globes.

Andre Massanet, chairman of the show ommittee, is a great believer in having lenty of illumination at an automobile ow, and even the signs bearing the names f the cars exhibited are internally lighted. The booth idea, which is one of the most striking features of the great annual Salon ie l'Automobile in Paris, where every exibitor fixes up his space to suit his own eas of decoration, is carried out in the arden by having the exhibition spaces

To reproduce as far as possible the sem-blance of a Parisian boulevard was the task which the show committee set out to accomplish. The aisles were accordingly arranged to run down the length of the

accomplish. The aisles were accordingly arranged to run down the length of the main floor, with the middle aisle broken at its centre by an immense group of statuary. This consists of four life size flgures, one at each corner of a ten foot pedestal, surmounting them being a heroic sized flgure representing the "Spirit of Speed," which is the design of the Salem poster.

At the Madison avenue end of the arena is a long colonnade, with a light crowned obelisk at either end. At the Fourth avenue end of the middle aisle is a running fountain, with a basin 30 feet across, in the centre of which is a nymph from whose uplifted hand a stream of water pours into the pool below. Behind the fountain and reaching across the entire eastern end of the arena is a gigantic painting representing a woodland some, in the vista of which is a pergola.

The automobiles shown are fairly well divided between medium and high powered types, though most of the exhibitors who show cars with a great amount of horse-power also display one or two models of comparatively modest ratings as imported cars is very fine, indeed, and in many instances the bodies on the cars in this show cost more money than a great aumber of the complete cars in the same building a few weeks ago in the exhibition of the Association of Licensed Automobile Manufacturers.

While a great many of the bodies were built abroad, either in Paris or in the country from which the cars came, there are a number of luxurious and expensive bodies that were shown in the same building a few weeks as in the exhibition is the large number of town cars that are shown. Most of these vehicles are rated at 20 horse-power or less and are sheft griven, with short wheel bases and with narrowed frames in front so as to facilitate being turned around in city streets without being backed up. On these machines the landaulet and limousine bodies are shown, these types of body design having always been very popular with users of the big high priced and high powered foreign

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always been very popular with users of the big high priced and high powered foreign machines.

The attendance last night was very large, the aisies being well filled with visitors from the time the doors opened until the lights began to dim at 11 o'clock as a signal that the opaning evening was ended. The plan of using the upper balcony as a simulated Parisian sidewalk café proved a popular one, as many of the visitors spent some time there resting before making another round of the exhibits.

The show is likely to be a favorite with the members of the fair sex, as a couple of resting rooms have been provided for women, the rooms being furnished in the Oraftaman style. The summer garden in the concert hall, with its tropical and gravelled walks and wicker easy chairs, is another departure that bids fair to become popular with women.

It was announced last night that the surprise planned for the New Year's eve celebration on Tuesday night would take the form of a historical pageant representing the evolution of locomotion. This feature will be given first between midnight on Tuesday and 1 o'clock on Wednesday morning and it will be repeated at 4 o'clock in the afternoon and at 9 o'clock in the afternoon and at 9 o'clock in the afternoon and at 9 o'clock in the afternoon and the first stage of locomotion will be represented by a monkey on all fours. Next will come a man, "walking on his hind legs." Following him will be the next development, the ox.

After this will come in order Hindus car-

After this will come in order Hindus car-After this will come in order Hindus carring a palanquin on their shoulders, Japanese drawing a jinriksha, Egyptians, Romans and Greeks in their chariots drawn by horses and Medes and Persians using camels and elephants for locomotion and transportation, the European sedan chair, donkeys and horses and carriages. The age of steam will be typified by an engine, which will be followed by a bicycle and perhaps a velocipede, provided one can be erhaps a velocipede, provided one can be

Finally will come the triumph of modern renius in the field of locomotion and trans-tortation—the automobile. Old Father Time is expected to drive a reproduction of the first motor car manufactured, and the up to date automobile will be controlled by the "Spirit of Speed." The plans provide for about fifty persons to participate in this feature, and the show committee contemplates offering a reward for the handsomest woman in New York to occupy a chariot and represent the New Year.

The cars displayed are: follows: Benz, Bianchi, C. G. V., Clement-Bayard, De Dietrich, Delahaye, Delauna y-Belleville, Fiat, Hotchkiss, Isotta Fraschini, Maja, Panhard, Pilain, Renault, Rochet-Schneider, Rolls-Royce and Zust. the first motor car manufactured, and the

AUTOMOBILE NOTES.

E. Rand Hollander of the Fiat Automobile comsany of New York, a prominent contender in several anderbilt races with teams which in three years etted an expense of nearly \$200,000, has been redited with leading the fight against the so-called ateam freaks" at Ormond for the meet of next March, Mr. Hollander has issued a statement defining his position in the matter. He argues, and justly, that fair play requires that an autoie. If worthy of the name, should be able to at least maintain 30 per cent of its maximum speed made on a mile stretch for a distance of 100 miles. Mr. Hollander believes that a steam car capable making an average of 80 per cent. of its maxi-um speed over a distance of 100 miles, should be admitted to competition with gasolene driven machines in the sprint races. He doubts the ability, owever, of the makers of steam cars to construct stock machine capable of doing this, and asserts that steam cars seen at Ormond meets in the past have been constructed especially to go one or two miles at top speed with their immense storage of steam, and that these cars have not been capable of prolonged effort. Mr. Hollander says that an automobile to-day is supposed to be a vehicle sipable of maintaining its normal speed for an appropriate of the says of the indefinite distance, dependent only upon the quan-lity of fuel and lubrication that may be self con-

AUTOMOBILES.

GASOLINE

Touring Cars Enclosed Cars

of many of the big manufacturers. They point to the fact that the value of the farm products of the country for 1907 will reach the total of \$7.312,000,000, an amount nearly \$600,000,000 in advance of the previous year, and that the farmers, miners and ranchers, particularly of the Far West, will be the people with money to spend. F. R. Bump, sales

manager of the Pranklin Company calls attention to the significant increase in the popularity of higher grade cars and the fact that the educative compaign of the last four or five years has had good results. "What we call the Middle West,"

good results. "What we call the Middle West," said Mr. Bump, "particularly the western part of the Mississppi Valley and the South, will be the places of the greatest gain in the automobile trade this year. In the Northern and Eastern sections of the country, in general the States north of the Ohlo, we will only hold to the normal. But to the Far West, beyond Denver and the eastern Wyoming line, will go one-third of our total output. As for the Middle West and South, which have been for years the great field for the low grade machines, here the better grades of motor cars are now becoming popular. The farmers and business men have become familiar with the automobile and its possibilities through the cheaper ones and are now competent to realize and take advantage of the possibilities of the more expensive machines.

Small light machines of sound construction are now demanded by purchasers of automobiles, according to Manager William B. fluribut of the Garford Motor Car Company of New York. Mr. Huribut asserts that purchasers of cars have been prompted from the runabouts to the large heavy and high powered car for steady use. He says that in the light car the purchaser fluts the minimum of expense. Economy places the light medium priced car in the purchaseble list to day, and the fact that a car of this type may be purchased to carry two bodies is another point for the popularity of the lighter medium horse-power car. The high powered car with its enormous power plant is not conductive to even fair mechanical service when put in competition with the lighter car. High power develops high stress and racking strains and consequently develops decreased reliability. The par

severops mgn stress and racking strains and con-sequently develops decreased reliability. The par-amount reason for any car's existence must of necessity depend on the dependability of the car, and the small car covers every point desired."

The leading dealers of Greater New York are again being strongly urged to combine and hold an automobile show in the spring. It does not take very much knowledge of the show phase of the motor car industry to know that unless good cause is shown that such an exhibition is opportune and wished for by the public I: will fall flat. Shows as they have been run, everybody in touch knows, have been a constant drain upon the retailers. Every little peg upon which promoters can hang a reason for a show has been taken advantage of in the past and the patience of the men who pay the freight is well nigh exhausted. The show which is contemplated for the spring of 1908 is to be one exclusively devoted to machines in America. It is not quite clear yet whether the established dealers of New York will concentrate upon a plan of action, but the feeling is fairly unantmous upon one point, and that is that if a show is to be held in the city before the 1908 season is in full swing it will be run according to the dictates of the exhibitors and not according to the whim of any chance promoter. Sounded on the prospects of the exhibitors and not according to the clitates of the exhibitors and not according to the clitates of the exhibitors and not according to the running of the companies in the automobile trade, expressed himself as favorable to such a project if it can be arranged early in the hands of a capable man indorsed by the exhibitors for that requisite qualification of being able to make a success of it.

Another set of troubles has come to the autoist recently on account of the ordinance in New York city probibiting chains on automobile wheels on macadam roads of the parks and boulevards. Automobilists will scarcely dare to travel without their chains on asphali streets, and to stop at the entrance of a park or drive to remove the chains means considerable dirty work and trouble. Antiskid tires are the natural remedy for this evil, and the tire concerns who have made a specialty of this style are doing a big business. One of the leading anti-skid tires is that known as "Rouge Fere." manufactured by the Continental Caoutchouc Company. This is said to prevent skidding absolutely. It has been very successful in Europe, and aiready a large number of cars in this country are equip ed with it. These Continental antiskid tires can be used in the parks and on all the roads under care of the Park Board.

To the surprise of many some of the anti-skid tires have the appearance of being preferable to chains. C. Measure, New York representative of the Goodyear Tiro and Rubber Company, says: "The order is not a hardship—motorists who put on anti-skids will find that not only do they prevent skidding and give the same good traction as the chains effected, but that they do away with all the chain's disadvantages." The Goodyear heavy tourist tire, especially built for work of this kind, has an extra tough and thick cross grooved tread which is built up to form a sort of flange, it is asserted that this tire grips the ground just as firmly as the chain and on the other hand does not wear out tire casings.

AUTOMOBILES.

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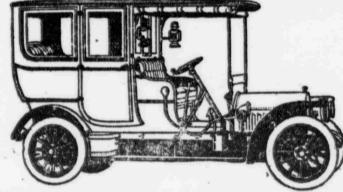
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*Pressed Alloy Steel Frame, heat treated.
Alloy steel springs, gears, bearings, etc.
Best and most expensive steel.

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*Four Speeds Selective on All Our 1908 Best and most expensive steel.

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able to make a success of it.

There has been a decided change in recent years among American automobile manufacturers in regard to power rating. While a few years ago the foreign rating was considerably lower than the American, the same cannot be said to day of the better class of American cars. An instance of this is shown by a comparison of the ratings in a table compiled by L'Auto of Paris, showing the details of some of the high grade six cylinder motors at this year's Parisian show, and the rating of the Thomas 6-70 Special as an example of the highest grade American car. L'Auto first but one car of as large a cylinder bore as the Thomas Six, and gives that car a rating of 75 catalogue horse-power. At the same time it Pars a car of 120 mm, bore at 70, one of 130 mm, at 75-10, one of 130 mm, at 75, and one well known German car of 130 mm, at 75, and one well known German car of 150 mm, arating of 70 horse-power, thus showing that they were really more conservative in their sating than European manufacturers. work on this car, and indicative of the methods | CRICKET TEAM FOR ENGLAND, which have given it a field to itself.

Numerous devices have been produced for protecting the sliding rods in the gear set from leakage at the point where they pass through the transmission case as well as to guard them against the effects of road dust. The 1908 shalt drive Lozier has solved the problem by entirely enclosing these sliding rods in the gear case and thus entirely overcoming one of the most fruitful causes of oil drippage so frequently seen when cars are seen standing idle on the street. European manufacturers.

No motor car manufacturer has yet been able to find a method of using the gasolene over again or of taking advantage of any of the hyproducts of the exhaust from the muffler. However, one company has perfected a system whereby the lubricating oil used in its car is constantly pumped back into the cylinders and used over and over again. This feature occurs in the 1908 Cleveland and it has been found to be so original that it has been patented. Economy of oil is one result of this unique system, as well as the fact that as one filling will suffice for five or six hundred miles little attention to cylinder lubrication is required from the operator.

Woe betide the scorchers of Racine, Wis. Mayor Horlick owns a Winton Six-Teen-Six, which it is said, can outsprint everything in town, and since the Mayor is determined to enforce speed regulations. Racine motorists are careful not to hit an illegal elip while his Honor is in sight. One of them, who didn't know how fast the Six-Teen-Six could go, paid for his ignorance recently in the police court. A. M. Archer of Archer & Co., the American Con-cessionaire for Hotchidss et Cle., makers of the Hotchidss car, has just returned from Europe where he has been making a basty trip visiting the factory at St. Denis near Paris. Mr. Archer se-cured models for early delivery, and a complete exhibit for the Importers' Automobile Salon, which he brought with him to this country.

A large new addition to the factory of the F. B. Stearns Company, Cleveland, Ohio, is finished, and men and machinery are rapidly filling up the large rooms. This addition has been needed for some time, and now that it is completed it will afford great relief to the factory, some departments of which have been badly crowded.

Anti-skid tires form a timely and conspicuous part of the Diamond tire exhibit in the Importers' Salon. Diamond tires of this type are of a special fat tread, wrapped tread construction developed to a high state of efficiency and serviceability. Manager H. J. Woodard of the Diamond company's Broadway establishment has lately been taking practically the entire output of the factories at Akron. Ohio, in tires of this type.

CLOSE CALL AT WISCONSIN. Athletic Sports Win in Regents' Meeting by Vote of 7 to 3.

The regents of the University of Wisconsin have voted to have an assistant instructor in athletics, an official for whom the students have been agitating. Thomas Barry, the old Brown University athlete who coached Notre Brown University athlete who coached Notre Dame for the last two years, will get the place as coach of the football and buseball teams. He will begin work on February 17. Barry will receive \$1.500 for his services, but will not have to devote all his time to coaching. He will be able to practise law with a firm with which he is connected in Madison. The additional instructor was needed because Dr. Hutchins has not enough time to devote to his other duties and keep up the athletic work.

Requests for demonstrations of 1908 cars continue despite the holidays, and everything points to a good retail business during the winter. The Harry S. Houpt Company has a long list of demonstrations booked for its Thomas cars, and the new models are in demand every hour of the day. Buyers are paying particular attention to limousine and town cars, sithough the Thomas Detroit 160 passenger touring car continues a popular leader in the trade. work.

The meeting of the regents was exciting because of the argument over intercollegiate sport. According to one statement, it was decided to continue sports after an argument by a vote of 7 to 5. Those opposed to intercollegiate competition made an unexpectedly strong fight. An automobile brake found on the clutch rim of the American Locomotive motor car (Berliet) is a novel feature and indicative of the thorough-ness of the builder. This brake is actuated by the same movement that disengages the clutch and it checks the useless whirling of the shaft and gears it is a thoughtful touch peculiar to the engineering

Philadelphians Will Play Fifteen Matches Abroad Next Season.

After a lapse of five years the cricketers of Philadelphia will send a team to England next season. Although the team has not yet been chosen, all those whose selection is assured have been approached and have signified their willingness to go. Should the trip not have been undertaken in 1908 it could not have taken place until 1911, for the could not have taken place until 1911, for the
Australians will be in England in 1909 and the
South Africans are down for a trip in 1919.

The schedule of games for the Philadelphians was drawn up at the last meeting
of the county secretaries, held in London on
December 9. It embraces in all fifteen
matches, of which thirteen will take place in
England and two in Ireland. The opening
match will be played on July 6, and the concluding contest on August 27. The following
is the schedule:

is the schedule:
July 6, South Wales, at Cardiff; 9, Worcestershire, at Worcester: 13, Hampshire, at Southampton: 17, —, at Folkeston, to be arranged (two days): 20, Middlesex, at Lord's, London; 24, Royal Artillers, at Woolwich (two days): 27, Northamptonshire, at Northampton: 30, Surrey, at the Oval, London; August 3, Gentlemen of Ireland, at Dublin: 7, Northern Countes Union, at Belfast (two days): 13, Marylebone C. C., at Lord's, London: 17, Derbyshire, at Derby; 20, Notts, at Nottingham: 24, Durham County, at Durham: 27, Kent, at Capterbury.
Unless otherwise stated, all games are for three days.

Unless otherwise stated, all games are for three days.
In the tour of 1992 sixteen games were played, of which seven were won, six lost and three drawn. The teams then encountered differ somewhat from those which will be met on the present trip. On the last occasion Gloucestershire, Lancashire, Glamorganshire, Leicestershire, Somerset, Warwickshire, P. F. Warner's eleven, Scotland and the universities of Oxford and Cambridge were played and are omitted this time, while the new matches are with South Wales, Royal Artillery, Northamptonshire, Gentlemen of Ireland, Northern Countles Union, Derbyshire and Durham county.

Durham county.

It is confidently expected that G. S. Patterson, who some years ago was the best bat in this country, will be able to go. Although out of practice now, his presence on the team would be sure to inspire confidence in the rest of the men. Navy Loses First Intercollegiate Basketball

ANNAPOLIS, Md., Dec. 28.-In the first intercollegiate basketball game ever played in Annapolis the five of the University of in Annapolis the five of the University of Pennsylvania won from the Naval Academy this afternoon by a score of 37 to 16. The team work, experience and weight of the risitors proved too much for the midshipmen, who are in their first year of basketball as a regular sport. The visitors, particularly Capt. Fitzpatrick and Keimeth, the forwards, were superior to the midshipmen in shooting for goal and were very clever in their throws for goal against the backboard. Wishing to liquidate our stock of cars on hand prior to beginning the exclusive sale of the

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